

Mesaba Airlines has previously complied with this service bulletin. Having said that, the FAA needs to take into consideration the timing of this proposed Airworthiness Directive. The bonded canisters involved were found installed in several Mesaba mounts at the time the Service Bulletin was issued. They were manufactured in the 14th, 16th, and 28th week of 2002 and are a small batch compared to the number of canisters in the field. Our experience is that would have shown up right away during the normal Saab inspection program as the disbonding was readily apparent. In addition, these canisters have a hard time life of 5,000 flight hours, at which point they are discarded. By the time the proposed A.D. is issued, it will be almost three years since these canisters appeared in the field. Under normal usage, they would have all been removed from service and discarded by the time the A.D. is issued, and experience says that it is highly unlikely that any remaining in the field would not have already been discovered and removed during the normal inspection program over a course of three years. For these reasons, I believe there is no reason to issue an Airworthiness Directive for this issue at this late date as the issue would have already taken care of itself.